BULLSEYE LEAK DETECTOR

Smart Control Quick Start Guide

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Step 1. Remove safety glasses from kit and put them on in order to protect your eyes.

Step 2. Remove smart control from case.

Step 3. Install red and black power lead to smart control bottom banana jacks; red to red, black to black.

Step 4. Connect Power lead to vehicle battery (red to positive battery terminal and black to negative battery terminal).

Step 5. Make sure that the red power lamp is on indicating the smart control has power and is ready to use. NOTE: if the fuse located on the bottom of the smart control is blown the power lamp will not be on.

Step 6. Take out the yellow lead and connect lead to yellow banana plugs on top of the smart control unit.

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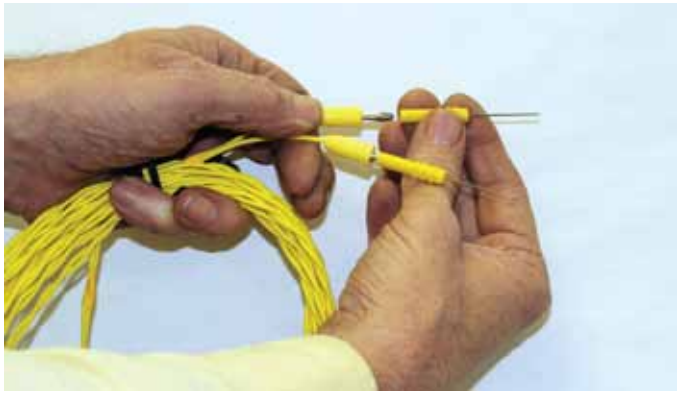

Step 6. Connect the yellow leads to the yellow back probes.

Step 7. Now back probe the vent solenoid. The vent solenoid will have two wires power and control; either back probe can be connected to either vent solenoid wire. The vent solenoid is normally open and will have to be closed to seal the fuel containment system to test for leakage. (Note: the vent solenoid is usually close to the carbon canister.) **Additionally not all vehicles will have a vent solenoid. Some may have pumps in which the inlet or outlet will be plugged using the red cap plugs from the bulls eye kit, if the unit has more than two wires consult a service manual.)**

Step 8. Turn on the vehicles ignition key to the on position, do not start the engine. It is a good idea to connect a battery maintainer or battery charger to insure the battery voltage is stable for the entire testing time.

Step 9. If the back probes are connected to the solenoid wires the green connected A lamp, and connected B lamp will be on. If one or both lamps are not on, check the connections at the solenoid; make sure there is power supplied from the vehicle to the solenoid; additionally if the fuse(s) in the smart control is blown the lamp will not be on (these are located on top of the smart control box next to the yellow banana plugs).

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Step 10. To actuate the solenoid push the red on button, and to un-actuate the solenoid push the black off button.

Step 11. If the fuel containment system has more pressure than 15” of H2O, the vent valve may not open. This means if you are testing the valve to see if it can open and close and still seal; the test must be done with less than 15” H2O in the system.

Step 12. Actuate the vent valve in order to close it, now open the low pressure regulator shut off valve so the CO2 will pressurize the fuel containment system.

Step 13. Take out the blue lead and connect lead to blue banana plugs on top of the smart control unit.

Step 14. Connect the blue leads to the blue back probes.

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Step 15. Now back probe the purge solenoid. The purge solenoid will have two wires power and control; either back probe can be connected to either purge solenoid wire. The purge solenoid is normally closed. Open and close the purge control valve and watch to see if the pressure is stable or leaking after the valve is actuated (Note: the purge solenoid is usually close to the intake manifold on the engine.)

Step 16. Once all testing is finished actuate the purge control so the pressure in the fuel containment system is dumped in to the intake manifold of the engine. NOTE: this may cause a hard start condition.